Restoration (FINAL)

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A. List of Restoration Activities

In August of 2009, Inyo National Forest Supervisor Jim Upchurch signed the Record of Decision (ROD) for the Inyo National Forest Travel Management process culminating nearly a decade worth of field data gathering, internal specialist review, and a robust public involvement program. The Inyo National Forest is, to date, the only Forest working under the current national Travel Management rule, as well as the direction of the MOU signed by Region 5 of the Forest Service and the California State Parks Off-Highway Vehicle Division, to successfully complete this challenging, complex and critical land management planning document.

A designated network of roads and trails for motorized use is the foundation for creating a sustainable future for public lands access. Designation allows for real management of a known system of roads and trails that can be maintained and patrolled. In addition to facilitating improved management by the land management agencies, a designated system fosters increased opportunity for those who really want to get their hands dirty and invest personally in areas they care about through volunteer stewardship projects. Above all, designation provides a predictable future for land managers, their partners and the recreating public.

For the 2009/2010 grant cycle, Friends of the Inyo proposes a three-year program to help implement the Inyo National Forest's 2009 Travel Management ROD on the ground through a combination of a paid, professional Stewardship Crews and volunteer stewardship projects delineating designated routes and disguising non-designated routes and play areas.

Friends of the Inyo (FOI) has been involved with Travel Management on the Forest since the earliest inventories in 2001. We not only logged tens of thousands of miles gathering data on roads, campsites, vista points and the like, but we have worked collaboratively with others who wish to sustain the health of the land and enhance people's access to them in the field delineating legal roads and restoring unauthorized off-road travel, as well as in the meeting room hammering out a mutually-supportable Community Alternative for the Travel Management process.

Specifics of this 3-year request include:

1. Funding for 2 professional Stewardship Crews (1 crew leader and 3 members each) working 40 weeks a year implementing Travel Management restoration actions in conjunction with Inyo National Forest crews and staff; and

2. Funding for a FOI Stewardship Coordinator to partner with Inyo National Forest OHV staff to coordinate an ongoing series of volunteer projects to improve the designated system for motorized travel and build public investment in public lands.

The Forest has identified 2300 individual route intersections (closure points) needing treatment to create the sustainable system designated by the Travel Management decision. Treatment at these intersections would primarily involve camouflaging (returning disturbed route surface to a condition indistinguishable from the surrounding environment) with location-appropriate vertical mulching of brush, placement of rock, or scattering of pine duff of the first dozen yards (or more as needed) of each non-designated route, as well as raking out of existing tracks and planting/re-seeding of native vegetation where able. Where needed barriers made of locally available pine would be constructed; in more open, desert terrain rocks would be used to delineate designated routes.

The treatment at each closure point will be specific to a given location's particular needs with regards to habitat, prevailing use patterns, and potential to enhance/sustain authorized recreational activity, such as building a pullout or delineating a dispersed campsite. Rather that create a forest of Carsonite closure signs, this project will attempt to fully camouflage the start of each undesignated route. This approach creates a more user-friendly route network by encouraging use on designated routes and reducing reliance on experience-killing closure signs. However, if project monitoring proves camouflaging is insufficient, barriers and signs will be placed. Over this project's 3-year span, FOI predicts treating approximately 40% of the 2300 identified closure points.

FOI has conducted maintenance and restoration actives in partnership with the Inyo National Forest for over five years with both volunteers and paid crews. For example, in 2009 FOI organized 5394 hours of volunteer work with 679 people and

over 20 civic, educational, and recreational partner groups on the Inyo National.

To achieve the volunteer component of this grant, FOI hopes to partner with a number of groups, including but not limited to, Eastern Sierra Chapter of Quail Unlimited, Eastern Sierra Audubon Society, California Mule Deer Foundation, Aguabonita Flyfishers, Advocates for Access to Public Lands, Eastern Sierra Four Wheel Drive Club, and the Sierra Club.

B. Describe how the proposed Project relates to OHV Recreation and how OHV Recreation caused the damage:

All undesignated, unauthorized routes to be restored through the camouflaging of their intersection with designated routes have been used (and many created) solely by the passage of wheeled motorized off-highway vehicles. All of these routes were inventoried as routes of motorized travel in Step 1 of the Inyo National Forest's Travel Management process and passed through a rigorous scientific and public analysis process to determine if an individual route should be added to the National Forest system of roads and trials for motorized use. All play areas to be restored have been created by illegal and unauthorized off-route travel.

The routes designated and those identified for restoration have been determined by the Forest to create "better opportunities for quality, long-term recreational motor vehicle use and better economic opportunities for individuals and communities" (Inyo National Forest ROD for Travel Management, August 2009, p8).

Friends of the Inyo's proposed work to implement Travel Management on the ground relates to sustaining motorized recreation and use on the Inyo National Forest by:

1. Improving the user experience by reducing route redundancy, reducing the inadvertent possibility of users driving on non-designated, closed roads, reducing the need for proliferation of experience deadening "closure signs", encouraging use on designated routes, as well as improving pull-outs, parking areas and dispersed campsites through site-specific project design elements;

2. Reducing the overall impact of motorized travel on the Inyo National Forest by fostering the natural revegetation of non-designated routes through seeding, removal of compacting vehicle travel, as well as targeted restoration of routes impacting specific resources, such as sensitive plant and animal populations, riparian areas, and highly erodable soil types;

3. Removing and restoring closed roads in areas legislatively or administratively closed to motorized use, such as the Owens River Headwaters Wilderness, Indiana Summit Research Natural Area and the Ancient Bristlecone Pine Forest; and

4. Fostering a strong ethic of responsible recreation and real engagement in public lands through a series of on-the-ground volunteer projects with diverse partners (user groups, conservation groups, educational institutions, and civic groups).

Above all, the best way to sustain public lands recreation is to demonstrate that people can work together to improve, manage and sustain the health of the land and the public's access to it.

C. Describe the size of the specific Project Area(s) in acres and/or miles

The project area consists of approximately 950 individual closure points (40% of the total across the Forest) where now closed, nondesignated routes intersect with designated routes open to motorized travel. Each individual location consists of anywhere from 10' x 50"' up to .5 acres in the case of areas currently suffering from unauthorized motorized vehicle play (doughnuts in pumice meadows for example that would be raked out as part of this restoration project).

In total, the Inyo National Forest Travel Management ROD calls for restoration activities on approximately 600 miles of undesignated route.

D. Monitoring and Methodology

Working in partnership with Inyo National Forest staff, Friends of the Inyo will design a joint protocol for tracking all restoration locations. This protocol will include creation uniquely numbered, GPS located project sites for all restoration activities, collection of before and after photos at each location, information on the date, method (mulch, rocks, raking, etc) of camouflaging, barricading and signage at each location, and amount of effort (materials, design and labor) required for each site.

These unique, site-specific files will then form the backbone of a long-term program to monitoring and refine project effectiveness, as well as inform ongoing management of the newly designated route network.

These restoration sites will be patrolled by Inyo National Forest staff (OHV techs, other field staff, and LEOs), as well as FOI project staff. Success will be determined by the holding power of individual route intersections camouflaged, as well as unauthorized play areas restored. Ongoing monitoring will allow for identification of places requiring more robust restoration actives, as well as increased patrolling.

Ideally, these site-specific monitoring files can also be used to create a corps of citizen volunteers who will regularly patrol assigned areas on the Inyo National Forest. Friends of the Inyo has run such a volunteer program with the Bishop Field Office of the BLM in the Fish Slough Area of Critical Environmental Concern once a week for three years. While ideal, a program such as this is currently out of the scope of this specific grant, but may be a future product of this grant's projected on the ground achievements.

E. List of Reports

All project work will be carried out under the existing August 2009 Travel Management Record of Decision for the Inyo National Forest.

F. Goals, Objectives and Methodology / Peer Reviews

G. Plan for Protection of Restored Area

In five years of implementing restoration activities as described in the this grant on the Inyo National Forest, Friends of the Inyo has found that the best protection of a restored area is to make it look as though motorized use never took place – meaning that a route is restored as best as possible to match the surrounding environment. Closure signs have been found to be relatively ineffective, and almost counter productive as they often lead to damage out of spite or misunderstanding.

Where necessary, restored areas will be protected with barriers constructed of materials matching the local area – for example, in a Jeffrey pine forest environment, natural pine barriers would be constructed to block use on a closed road or area, while in a more desert environment rocks would be used to designate a closure/turn-around point.

As mentioned in Section D, a site-specific set of files for each restoration location will be used by Forest and Friends of the Inyo staff conducting annual patrols of these restoration locations. Closures found to be violated will be scheduled for re-visitation and re-restoration by FOI crews or volunteers.

Additional Documentation

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1. Project-Specific Maps

Attachments:

Map of Inyo National Forest
Map of potential implementation points North INF
Map of potential implementation points Middle INF
List of GPS coordinates for implementation points

2. Project-Specific Photos

Attachments:

Example of Open Area to be restored
Another open play area to be restored
Example of road to be restored before
Same example road restored
Volunteers delineating & restoring

Project Cost Estimate

	FOR OFFICE USE ONLY: Version # _____ APP # _____		
APPLICANT NAME :	Friends of the Inyo		
PROJECT TITLE :	Restoration (FINAL)	**PROJECT NUMBER (Division use only) :**	G09-04-16-R01
PROJECT TYPE :	☐ Acquisition ☐ Development ☐ Education & Safety ☐ Ground Operations ☐ Law Enforcement ☐ Planning ☑ Restoration		
PROJECT DESCRIPTION :	In August of 2009, Inyo National Forest Supervisor Jim Upchurch signed the Record of Decision (ROD) for the Inyo National Forest Travel Management process culminating nearly a decade worth of field data gathering, internal specialist review, and a robust public involvement program. The Inyo National Forest is, to date, the only Forest working under the current national Travel Management rule, as well as the direction of the MOU signed by Region 5 of the Forest Service and the California State Parks Off-Highway Vehicle Division, to successfully complete this challenging, complex and critical land management planning document. A designated network of roads and trails for motorized use is the foundation for creating a sustainable future for public lands access. Designation allows for real management of a known system of roads and trails that can be maintained and patrolled. In addition to facilitating improved management by the land management agencies, a designated system fosters increased opportunity for those who really want to get their hands dirty and invest personally in areas they care about through volunteer stewardship projects. Above all, designation provides a predictable future for land managers, their partners and the recreating public. For the 2009/2010 grant cycle, Friends of the Inyo proposes a three-year program to help implement the Inyo National Forest's 2009 Travel Management ROD on the ground through a combination of a paid, professional Stewardship Crews and volunteer stewardship projects delineating designated routes and disguising non-designated routes and play areas. Friends of the Inyo (FOI) has been involved with Travel Management on the Forest since the earliest inventories in 2001. We not only logged tens of thousands of miles gathering data on roads, campsites, vista points and the like, but we have worked collaboratively with others who wish to sustain the health of the land and enhance people's access to them in the field delineating legal roads and restoring unauthorized off-road travel, as well as in the meeting room hammering out a mutually-supportable Community Alternative for the Travel Management process. Specifics of this 3-year request include: 1. Funding for 2 professional Stewardship Crews (1 crew leader and 3 members each) working 40 weeks a year implementing Travel Management restoration actions in conjunction with Inyo National Forest crews and staff; and 2. Funding for a FOI Stewardship Coordinator to partner with Inyo National Forest OHV staff to coordinate an ongoing series of volunteer projects to improve the designated system for motorized travel and build public investment in public lands. The Forest has identified 2300 individual route intersections (closure points) needing treatment to create the sustainable system designated by the Travel Management decision. Treatment at these intersections would primarily involve camouflaging (returning disturbed route surface to a condition indistinguishable from the surrounding environment) with location-appropriate vertical mulching of brush, placement of rock, or scattering of pine duff of the first dozen yards (or more as needed) of each non-designated route, as well as raking out of existing tracks and planting/re-seeding of native vegetation where able. Where needed barriers made of locally available pine would be constructed; in more open, desert terrain rocks would be used to delineate designated routes. The treatment at each closure point will be specific to a given location's particular needs with regards to habitat, prevailing use patterns, and potential to enhance/sustain authorized recreational activity, such as building a pullout or delineating a dispersed campsite. Rather that create a forest of Carsonite closure signs, this project will attempt to fully camouflage the start of each undesignated route. This approach creates a more user-friendly route network by		

	encouraging use on designated routes and reducing reliance on experience-killing closure signs. However, if project monitoring proves camouflaging is insufficient, barriers and signs will be placed. Over this project's 3-year span, FOI predicts treating approximately 40% of the 2300 identified closure points. FOI has conducted maintenance and restoration actives in partnership with the Inyo National Forest for over five years with both volunteers and paid crews. For example, in 2009 FOI organized 5394 hours of volunteer work with 679 people and over 20 civic, educational, and recreational partner groups on the Inyo National. To achieve the volunteer component of this grant, FOI hopes to partner with a number of groups, including but not limited to, Eastern Sierra Chapter of Quail Unlimited, Eastern Sierra Audubon Society, California Mule Deer Foundation, Aguabonita Flyfishers, Advocates for Access to Public Lands, Eastern Sierra Four Wheel Drive Club, and the Sierra Club.

	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
DIRECT EXPENSES							
Program Expenses							
1	**Staff**						
	OHV Coordinator Notes : 1 Full time OHV Stewardship Coordinator at $50,000/year (includes benefits, payroll, etc.) for 3 YEARS. This year-round position will manage implementation of over 300 individual point restoration projects per year, design site specific treatments, oversee crew work, coordinate with the Forest Service, coordinate volunteer projects, as well as track, monitor and report results for all work completed. Without this direct supervisory position on the ground, the work described will not be able to be completed. This individual will make a annual salary of 40k/yr, which is equal to or actually less than what a similar, on the ground, year round manager would make with the Forest.	3.000	50000.000	FTE	120,000.00	30,000.00	150,000.00
	Other-FOI Stewardship Crews Notes : Funding for 2 FOI Stewardship Crews (1 leader, 3 members each) for 40 weeks each over 3 YEARS. Weekly cost for 1 professional crew = $3314.40/wk. These costs are calculated using going rates for field workers in our area, as well as required benefit costs.	3.000	132576.000	EA	397,728.00	0.00	397,728.00
	Other-FOI Executive Director Notes : 1/5 FTE of FOI Executive Director for program supervision,	3.000	15000.000	FTE	0.00	45,000.00	45,000.00

	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
	coordination, and reporting over 3 YEARS. THIS ITEM HAS BEEN REMOVED FROM THE GRANT in response to public and division comments.						
	OHV Coordinator Notes : Forest Match of GS-07 PFT staff member for program oversight & coordination at $10,000/yr for 3 YEARS	1.000	30000.000	EA	0.00	30,000.00	30,000.00
	Other-FS GS-05 OHV techs Notes : Forest Service match of 2 OHV techs (GS-05) at $15,000/yer for 3 YEARS	2.000	22500.000	FTE	0.00	45,000.00	45,000.00
	Total for Staff				517,728.00	150,000.00	667,728.00
2	**Contracts**						
3	**Materials / Supplies**						
	Other-Crew Supplies Notes : Total supplies for crews (shovels, pulaskis, drills, gloves, first aid kits, other handtools). Cost per crew per year reduced to $4000 per year for chainsaws, power augers, handtools and supplies.	3.000	8000.000	EA	20,000.00	4,000.00	24,000.00
	Other-Barriers Notes : FS match of log barriers - 300 per year at $10 each for 3 YEARS	900.000	10.000	EA	0.00	9,000.00	9,000.00
	Total for Materials / Supplies				20,000.00	13,000.00	33,000.00
4	**Equipment Use Expenses**						
	Other-FOI camping & mess equipment Notes : FOI match of $2000/yr for crew us of FOI Camping and Mess Equipment over 3 YEARS	3.000	2000.000	EA	0.00	6,000.00	6,000.00
	Other-FOI mapping equiptment Notes : FOI Match of monitoring and mapping equipment at $6500	3.000	6500.000	EA	0.00	19,500.00	19,500.00

	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
	per year. Includes use of sub-meter accuracy GPS units, cameras, ESRI GIS software and computer for 3 YEARS.						
	Other-Vehicle Mileage & maintenace Notes : Vehicle mileage and maintenance costs at $10,000/yr for two vehicles over 3 YEARS.	3.000	10000.000	EA	21,000.00	9,000.00	30,000.00
	Other-FS Stakeside truck Notes : FS match of stake-side transport truck at $6500/yr for 3 YEARS.	3.000	6500.000	EA	0.00	19,500.00	19,500.00
	Total for Equipment Use Expenses				21,000.00	54,000.00	75,000.00
5	**Equipment Purchases**						
	Other-Crew Work Truck Notes : Cost of 2 used work trucks for crew use at $15,000 each.	2.000	15000.000	EA	27,000.00	3,000.00	30,000.00
6	**Others**						
	Other-Volunteer Hours Notes : FOI match of an estimated 1000 hrs/yr of volunteer stewardship labor valued at federal rate of $20.25/hr for a total of 3000 hours over 3 YEARS. These hours are not paid crew hours, but rather an educated estimate of the number of hours we propose to generate through volunteer OHV projects coordinated by our OHV coordinator in item #1. Volunteers will often work alongside paid FOI crews on big, well attended volunteer days.	3.000	20250.000	EA	0.00	60,750.00	60,750.00
	Other-Publicity & Outreach Notes : FOI Match of time, publication and other costs for outreach to attract volunteers and spread information about the project work undertaken over 3 YEARS.	3.000	1000.000	EA	0.00	3,000.00	3,000.00
	Insurance Notes : Insurance for 2 leased crew 4x4's for 3 YEARS.	3.000	4000.000	EA	12,000.00	0.00	12,000.00
	Total for Others				12,000.00	63,750.00	75,750.00

	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
7	**Indirect Costs**						
	Indirect Costs-Administrative & Overhead Notes : FOI Administrative cost of 10% of grant request over 3 YEARS.	3.000	21597.600	EA	64,793.00	0.00	64,793.00
Total Program Expenses					662,521.00	283,750.00	946,271.00
TOTAL DIRECT EXPENSES					662,521.00	283,750.00	946,271.00
TOTAL EXPENDITURES					**662,521.00**	**283,750.00**	**946,271.00**

	Line Item	Grant Request	Match	Total	Narrative
DIRECT EXPENSES					
Program Expenses					
1	Staff	517,728.00	150,000.00	667,728.00	
2	Contracts	0.00	0.00	0.00	
3	Materials / Supplies	20,000.00	13,000.00	33,000.00	
4	Equipment Use Expenses	21,000.00	54,000.00	75,000.00	
5	Equipment Purchases	27,000.00	3,000.00	30,000.00	
6	Others	12,000.00	63,750.00	75,750.00	
7	Indirect Costs	64,793.00	0.00	64,793.00	
Total Program Expenses		662,521.00	283,750.00	946,271.00	
TOTAL DIRECT EXPENSES		662,521.00	283,750.00	946,271.00	
TOTAL EXPENDITURES		**662,521.00**	**283,750.00**	**946,271.00**	

Environmental Review Data Sheet (ERDS)

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ITEM 1 and ITEM 2

ITEM 1

a. ITEM 1 - Has a CEQA Notice of Determination (NOD) been filed for the Project? (Please select Yes or No) ○ Yes ◉ No

ITEM 2

b. Does the proposed Project include a request for funding for CEQA and/or NEPA document preparation prior to implementing the remaining Project Deliverables (i.e., is it a two-phased Project pursuant to Section 4970.06.1(b)) (Please select Yes or No) ○ Yes ◉ No

ITEM 3 - Project under CEQA Guidelines Section 15378

c. ITEM 3 - Are the proposed activities a “Project” under CEQA Guidelines Section 15378? (Please select Yes or No) ◉ Yes ○ No

d. The Application is requesting funds solely for personnel and support to enforce OHV laws and ensure public safety. These activities would not cause any physical impacts on the environment and are thus not a “Project” under CEQA. (Please select Yes or No) ○ Yes ○ No

e. Other. Explain why proposed activities would not cause any physical impacts on the environment and are thus not a “Project” under CEQA. DO NOT complete ITEMS 4 – 10

ITEM 4 - Impact of this Project on Wetlands

The restoration projects are being proposed to reduce confusion about which routes can legally be driven with motorized vehicles and by disguising or blocking illegal routes at intersections with system roads and trails to restore areas where proliferation and expansion of dispersed sites and incursions into closed areas are resulting in impacts to sensitive resources (i.e. water quality, soils, and vegetation). Over the long-term, the restoration projects are expected to reduce impacts and improve watershed condition and habitat for sensitive species.

Project activities include breaking up compacted soils in the immediate roadway, vertical mulching, and placing physical barriers or signs to keep vehicles out of the restoration areas. These activities are designed to reduce sedimentation and erosion, and would result in improvements to water quality and protection of riparian areas, which provide quality habitat for a variety of species. The restoration activities would improve habitat for these species by eliminating use on the routes, reducing route proliferation and incursions into closed areas, reducing impacts to riparian areas, and enhancing vegetation and watershed conditions.

Measures to minimize or eliminate potential effects to watershed, plant, and wildlife resources are incorporated into the project design. Treatment areas with known potential sensitivity have been highlighted during the analysis, and are scheduled to include the presence of specialists before and/or during treatments. The potential effects of these activities were analyzed in the Travel Management FEIS, and were determined to have an overriding beneficial effect, in contrast to leaving the junctions with unauthorized routes untreated. The analysis assumes that failure to clarify which routes are not open to motorized use would result in confusion by visitors, who would intentionally or inadvertently travel the illegal routes with continuing negative effects on wetlands and other natural and cultural resources. Monitoring for similar restoration and

conservation projects that have been completed during the last 10 years on the Inyo National Forest have indicated beneficial effects to watershed, plant, and wildlife resources. No adverse effects from implementation of these types of projects have been documented. Restoration activities as proposed under this project would not have adverse effects to wetlands, navigable waters, and sensitive habitats and species, and should benefit these resources. The purpose of the restoration activities are to minimize effects and improve watershed and habitat conditions.

ITEM 5 - Cumulative Impacts of this Project

The cumulative impacts from this project are expected to be beneficial. Over the past 10 years, various restoration and conservation efforts have occurred across the Inyo National Forest and in the vicinity of the restoration project areas proposed under this project. Monitoring for similar restoration and conservation projects that have been completed during the last 10 years on the Inyo National Forest have indicated beneficial effects to watershed, plant, and wildlife resources. No adverse effects from implementation of these types of projects have been documented. This project is expected to contribute towards the implementation of a well managed OHV road and trail system and improvement of recreational oppportunities by restoring areas that have been impacted by OHV use, thereby improving the experience of motorized and non-motorized visitors and contributing towards a more sustainable OHV recreation program.

This project, when combined with past, present, and reasonably foreseeable future actions of the same type and general place would not result in adverse cumulative effects. In general, these projects are small in scope and scale in their area of direct effect, but provide a substantial long-term beneficial effect on relatively large area, that would no longer be subject to ongoing motorized disturbance. Since these site-specific treatments merely clarify the legally designated system that was determined in the Travel Management FEIS/ROD, these treatments will not contribute to an increase in use, noise, or other cumulative effects on resources resulting from displacement of motorized use.

Cumulative effects of other past, present and foreseeable actions of a similar type are analyzed in the August 2009 FEIS for Travel Management. These can be found in Chapter 3 of the EIS, in each specialist's analysis. The most pertinent references are found in the Cumulative Effects discussion for Water Resources in section 3.7.4.3, Chapter 3, pgs 232-240.

ITEM 6 - Soil Impacts

The purpose of this restoration project is to reduce the number and area of unauthorized routes receiving motorized traffic which would otherwise result in bare, compacted soil, with a loss of vegetation, soil stability and soil productivity. Therefore, it is expected that there will be a positive effect on soil productivity and a reduction in soil erosion over the long term. Combined with the direction in the Travel Management EIS, which typically directs motorized traffic to roads and trails that have a higher level of stability, these treatments which will increase the effectiveness of the EIS decision are anticipated to improve soils stability and overall watershed condition. The treatments themselves are expected to have a minor short term effect on soil stability in the immediate area, and long-term moderate beneficial effect on a substantially larger area where soil disturbance from motorized use will cease.

ITEM 7 - Damage to Scenic Resources

Only a small fraction (approximately .002 or 50 of the 2300 treatment points) of the restoration work would occur within the viewshed of Scenic Byways Highway 395 and State Highway 168. The treatments are of such a small scale as to be unlikely to cause negative short-term or long-term effects on visual resources. In almost all cases, it is likely that these activities would not be visible or noticed from a vehicle on these highways, due to natural screening of trees, and the very minor scale of each treatment. As described in the project description, signs may be placed in areas where this could

improve compliance and the effectiveness of treatments. These signs will be placed in as few places as necessary, and will mostly be relatively small, brown carsonite signs that are not visible from long or wide fields of view.

Over the long-term, these restoration projects are expected to improve visual quality by allowing for the gradual restoration of vegetation and naturalization of areas that currently have bare ground, compacted soils, and loss of vegetation. Most treatments will be completed using native materials, and in general are expected to result in improvements to scenic resources. There would be no adverse effects to scenic resources from implementation of this project.

ITEM 8 - Hazardous Materials

Is the proposed Project Area located on a site included on any list compiled pursuant to Section 65962.5 of the California Government Code (hazardous materials)? (Please select Yes or No) ○ Yes ◉ No

If YES, describe the location of the hazard relative to the Project site, the level of hazard and the measures to be taken to minimize or avoid the hazards.

ITEM 9 - Potential for Adverse Impacts to Historical or Cultural Resources

Would the proposed Project have potential for any substantial adverse impacts to historical or cultural resources? (Please select Yes or No) ○ Yes ◉ No

Discuss the potential for the proposed Project to have any substantial adverse impacts to historical or cultural resources.

Unauthorized routes were surveyed and analyzed by Cultural Resource specialists during the Travel Management Analysis. Where known sites exist in the project areas, these have been highlighted by these specialists, and if field visits are needed before treatments, these will be conducted. However, the treatments are individually of such a small scale, are conducted by personnel with light handtools, and typically will not involve ground disturbing activities, that adverse effects are not anticipated. During the Travel Management analysis, it was determined that conducting these treatments, which will occur in the currently disturbed area on unauthorized routes, will have lowrisk
of effects to cultural resources, with a high likelihood of reducing effects to cultural resources from otherwise continued motorized use on the remainder of the unauthorized route.

ITEM 10 - Indirect Significant Impacts

In general, these projects are small in scope and scale, and are not anticipated to result in substantial displacement of OHV use to other areas. Determinations of legal routes, and the analysis of the potential for displacement of motorized users to other areas was conducted in the Travel Management EIS, and was determined to be minor. Most routes and motorized spurs for camping were receiving incidental use prior to the Travel Management determinations, and in many cases were duplicate routes, providing no additional travel, experiential or recreational benefit. These treatments, which implement the Travel Management plan, will not in themselves have an increased effect in displacing users to other areas. At the end of roads and at treatment points along system roads which could provide dispersed camping opportunities, turnaround points, or parking areas, the restoration work would maintain appropriate space for these activities. Most of the restoration work in the vicinity of dispersed campsites, staging areas, and at the end of parking spurs will be containment of the sites, to prevent expansion of compacted areas and sites into sensitive areas.

Past experience from implementation of similar restoration projects in other areas on the Inyo National Forest and in the vicinity of these proposed restoration areas have not resulted in a significant displacement of OHV use to other areas. The majority of the unauthorized routes on which these treatments are occuring were commonly low-use spurs, deadends, or duplicate routes, and the amount of use from these low-use areas is expected to be easily absorbed by the remaining 2370

miles of higher use and higher capacity roads and trails on the Forest. While the treatment sites are dispersed over a large land base (approximately 1.1 million acres of land), the actual project work is small in scope and scale, and is not expected to result in noticeable displacement of OHV use to other areas or result in adverse direct or indirect effects.

CEQA/NEPA Attachment

Attachments: Travel Management ROD Implementation Language

Weblink to INF Travel Management FEIS

Evaluation Criteria

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1. Project Cost Estimate - Q 1. (Auto populates from Cost Estimate)

1. As calculated on the Project Cost Estimate, the percentage of the Project costs covered by the Applicant is: 3

(Note: This field will auto-populate once the Cost Estimate and Evaluation Criteria are Validated.) (Please select one from list)

- ○ 76% or more (10 points)
- ○ 51% - 75% (5 points)
- ◉ 26% - 50% (3 points)
- ○ 25% (Match minimum) (No points)

2. Natural and Cultural Resources - Q 2.

2. Natural and Cultural Resources - Failure to fund the Project will result in adverse impacts to: 18

(Check all that apply) (Please select applicable values)

- ☑ Domestic water supply (4 points)
- ☑ Archeological and historical resources identified in the California Register of Historical Resources or the Federal Register of Historic Places (3 points)
- ☑ Stream or other watercourse (3 points)
- ☑ Soils - Site actively eroding (2 points)
- ☑ Sensitive areas (e.g., wilderness, riparian, wetlands, ACEC) (2 point each, up to a maximum of 6) Enter number of sensitive habitats [6]
- ☑ Threatened and Endangered (T&E) listed species (2 point each, up to a maximum of 6) Enter number of T&E species [Sierra Nevada Bighorn Sheep, Tui Chub, Paiute Cut-throat trout, Black Toad]
- ☑ Other special-status species- Number of special-status species (1 point each, up to a maximum of 3) Enter number of special-status species [Great Sage Grouse, Northern Goshawk, American Marten]

Describe the type and severity of impacts that might occur relative to the checked item(s):

Failure to fully restore and camouflage non-designated routes will result in continued motorized use of non-designated closed roads leading to habitat disturbance, disturbance to cultural resources, riparian areas and actively eroding sites. A number of the routes to be restored have been identified as point sources for introduction of sediment into the Owens River and its tributaries. Sediment and other non-point source p0ollutants reduce the quality on water for domestic use, as well as lower the water's habitat value for a number of aquatic obligate species, such as fish, frogs and aquatic macro-invertebrates. These surface waters not only provide water for local community's, such as Mammoth Lakes, but also flow into the Los Angeles Aqueduct and provide water for nearly 10 million inhabitants of the LA Basin.

3. Reason for Project - Q 3.

3. Reason for the Project 4

(Check the one most appropriate) (Please select one from list)

- ○ Protect special-status species or cultural site (4 points)
- ◉ Restore natural resource system damaged by OHV activity (4 points)
- ○ OHV activity in a closed area (3 points)
- ○ Alternative measures attempted, but failed (2 points)
- ○ Management decision (1 point)
- ○ Scientific and cultural studies (1 point)

○ Planning efforts associated with Restoration (1 point)

Reference Document

All project work will be implementing the Inyo National Forest's Travel Management decision by restoring roads not designated specifically to protect species habitat, natural resources and existing closed areas.

4. Measures to Ensure Success - Q 4.

4. Measures to ensure success –The Project makes use of the following elements to ensure successful implementation 12

(Check all that apply) Scoring: 2 points each (Please select applicable values)

- ☑ Site monitoring to prevent additional damage
- ☑ Construction of barriers and other traffic control devices
- ☑ Use of native plants and materials
- ☑ Incorporation of universally recognized 'Best Management Practices'
- ☑ Educational signage
- ☑ Identification of alternate OHV routes to ensure that OHV activities will not reoccur in restored area

Explain each item checked above:

This project will incorporate all of the above criteria through the implementation of site-specific design elements at each closure point. All projects sites will be photographed and GPS's prior to treatment. Treatment can include the construction of barriers, placement of rocks and native vegetation for visual screening, signage encouraging people to stay on open, designated routes and not drive off delineated roads. Each project site will be visited at least once a season after active restoration has taken place; current site conditions will be noted and, if the site has been damaged, it will be placed on a running list of locations to re-treat.

As described, these actions, as well as other, case-specific treatments designed by Friends of the Inyo and the Forest Service or those learned from other partners, such as the BLM or Friends of Jawbone, over the last five years of work on the ground improving public lands and recreational access, constitute implementation of Best Management Practices.

5. Publicly Reviewed Plan - Q 5.

5. Is there a publicly reviewed and adopted plan (e.g., wilderness designation, land management plans, route designation decisions) that supports the need for the Restoration Project? 5

(Check the one most appropriate) (Please select one from list)

○ No (No points) ◉ Yes (5 points)

Identify plan

All activities proposed under this plan have been authorized by the Inyo National Forest Travel Management Record of Decision and Final EIS, August 2009.

6. Primary Funding Source - Q 6.

6. Primary funding source for future operational costs associated with the Project will be: 0

(Check the one most appropriate) (Please select one from list)

- ○ Applicant’s operational budget (5 points)
- ○ Volunteer support and/or donations (3 points)
- ○ Other Grant funding (2 points)
- ◉ OHV Trust Funds (No points)

If 'Operational budget' is checked, list reference document(s):

7. Public Input - Q 7.

7. The Project was developed with public input employing the following 2

(Check all that apply) Scoring: 1 point each, up to a maximum of 2 points (Please select applicable values)

- ☐ Publicly noticed meeting(s) with the general public to discuss Project (1 point)
- ☑ Conference call(s) with interested parties (1 point)
- ☑ Meeting(s) with stakeholders (1 point)

Explain each statement that was checked

This project has been long discussed by the Collaborative Alternative Team (especially the volunteer coordination component), as well as at Inyo OHV Leadership Team meetings facilitated by Ed Waldheim of CTUC. This project, specifically the need to support California Forest's who include implementation language in their Travel Management NEPA along with the methods of on the ground restoration to be employed, has been discussed on numerous conference calls involving groups and individuals involved in Travel Management planning with the Forest Service around the State of California.

8. Utilization of Partnerships - Q 8.

8. The Project will utilize partnerships to successfully accomplish the Project. The number of partner organizations that will participate in the Project are 4

(Check the one most appropriate) (Please select one from list)

- ◉ 4 or more (4 points)
- ○ 2 to 3 (2 points)
- ○ 1 (1 point)
- ○ None (No points)

List partner organization(s):

Inyo National Forest, Stanford University Freshmen, CalState San Bernardino, Round Valley Elementary School, Eastern Sierra Audubon Society, Advocates for Access to Public Lands, Sierra Club, Mule Deer Foundation, and many more.

9. Scientific and Cultural Studies - Q 9.

9. Scientific and cultural studies will

(Check all that apply) (Please select applicable values)

- ☐ Determine appropriate Restoration techniques (2 points)
- ☐ Examine potential effects of OHV Recreation on natural or cultural resources (2 points)
- ☐ Examine methods to ensure success of Restoration efforts (1 point)
- ☐ Lead to direct management action (1 point)

Explain each item checked above

10. Underlying Problem - Q 10.

10. The underlying problem that resulted in the need for the Restoration Project has been effectively addressed and resolved 3

(Check the one most appropriate) (Please select one from list)

- ○ No (No points)
- ◉ Yes (3 points)

Explain 'Yes' answer

The problem of unmanaged recreation, as well as the resulting damage to the land and the instability of the route network for sustained and dependable recreational access, has been addressed through the Inyo National Forest's Travel Management decision designated a sustainable system of routes. This project will implement that decision on the ground by restoring nondesignated routes to prevent motorized travel off legal, designated routes.

11. Size of sensitive habitats - Q 11.

11. Size of sensitive habitats (e.g., wilderness, riparian, wetlands, ACEC) within the Project Area which will be restored 5

(Check the one most appropriate) (Please select one from list)

- (•) Greater than 10 acres (5 points)
- ( ) 1 – 10 acres (3 points)
- ( ) Less than 1 acre (1 points)
- ( ) No sensitive habitat within Project Area (No points)